

§ 33.51

during 50 hours of the rated maximum continuous power operation.

(2) For engines used in helicopters the applicant must conduct the runs specified in paragraph (d) of this section, except—

(i) The entire run specified in paragraph (d)(1) of this section must be made at critical altitude pressure;

(ii) The portions of the runs specified in paragraphs (d)(2) and (3) of this section at rated maximum continuous power must be made at critical altitude pressure and the portions of the runs at other power must be made at 8,000 feet altitude pressure;

(iii) The entire run specified in paragraph (d)(4) of this section must be made at 8,000 feet altitude pressure;

(iv) The portion of the runs specified in paragraph (d)(5) of this section at 80 percent of rated maximum continuous power must be made at 8,000 feet altitude pressure and the portions of the runs at other power must be made at critical altitude pressure;

(v) The entire run specified in paragraph (d)(6) of this section must be made at critical altitude pressure; and

(vi) The turbosupercharger used during the endurance test must be run on the bench for 50 hours at the limiting turbine wheel inlet gas temperature and rotational speed for rated maximum continuous power operation unless the limiting temperature and speed are maintained during 50 hours of the rated maximum continuous power operation.

[Amdt. 33-3, 32 FR 3736, Mar. 4, 1967, as amended by Amdt. 33-6, 39 FR 35465, Oct. 1, 1974; Amdt. 33-10, 49 FR 6851, Feb. 23, 1984]

§ 33.51 Operation test.

The operation test must include the testing found necessary by the Administrator to demonstrate backfire characteristics, starting, idling, acceleration, overspeeding, functioning of propeller and ignition, and any other operational characteristic of the engine. If the engine incorporates a multispeed supercharger drive, the design and construction must allow the supercharger to be shifted from operation at the lower speed ratio to the higher and the power appropriate to the manifold pressure and speed settings for rated maximum continuous power at the

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higher supercharger speed ratio must be obtainable within five seconds.

[Doc. No. 3025, 29 FR 7453, June 10, 1964, as amended by Amdt. 33-3, 32 FR 3737, Mar. 4, 1967]

§ 33.53 Engine component tests.

(a) For each engine that cannot be adequately substantiated by endurance testing in accordance with § 33.49, the applicant must conduct additional tests to establish that components are able to function reliably in all normally anticipated flight and atmospheric conditions.

(b) Temperature limits must be established for each component that requires temperature controlling provisions in the aircraft installation to assure satisfactory functioning, reliability, and durability.

§ 33.55 Teardown inspection.

After completing the endurance test—

(a) Each engine must be completely disassembled;

(b) Each component having an adjustment setting and a functioning characteristic that can be established independent of installation on the engine must retain each setting and functioning characteristic within the limits that were established and recorded at the beginning of the test; and

(c) Each engine component must conform to the type design and be eligible for incorporation into an engine for continued operation, in accordance with information submitted in compliance with § 33.4.

[Amdt. 33-6, 39 FR 35466, Oct. 1, 1974, as amended by Amdt. 33-9, 45 FR 60181, Sept. 11, 1980]

§ 33.57 General conduct of block tests.

(a) The applicant may, in conducting the block tests, use separate engines of identical design and construction in the vibration, calibration, detonation, endurance, and operation tests, except that, if a separate engine is used for the endurance test it must be subjected to a calibration check before starting the endurance test.

(b) The applicant may service and make minor repairs to the engine during the block tests in accordance with

the service and maintenance instructions submitted in compliance with § 33.4. If the frequency of the service is excessive, or the number of stops due to engine malfunction is excessive, or a major repair, or replacement of a part is found necessary during the block tests or as the result of findings from the teardown inspection, the engine or its parts may be subjected to any additional test the Administrator finds necessary.

(c) Each applicant must furnish all testing facilities, including equipment and competent personnel, to conduct the block tests.

[Doc. No. 3025, 29 FR 7453, June 10, 1964, as amended by Amdt. 33-6, 39 FR 35466, Oct. 1, 1974; Amdt. 33-9, 45 FR 60181, Sept. 11, 1980]

Subpart E—Design and Construction; Turbine Aircraft Engines

§ 33.61 Applicability.

This subpart prescribes additional design and construction requirements for turbine aircraft engines.

§ 33.62 Stress analysis.

A stress analysis must be performed on each turbine engine showing the design safety margin of each turbine engine rotor, spacer, and rotor shaft.

[Amdt. 33-6, 39 FR 35466, Oct. 1, 1974]

§ 33.63 Vibration.

Each engine must be designed and constructed to function throughout its declared flight envelope and operating range of rotational speeds and power/thrust, without inducing excessive stress in any engine part because of vibration and without imparting excessive vibration forces to the aircraft structure.

[Doc. No. 28107, 61 FR 28433, June 4, 1996]

§ 33.65 Surge and stall characteristics.

When the engine is operated in accordance with operating instructions required by § 33.5(b), starting, a change of power or thrust, power or thrust augmentation, limiting inlet air distortion, or inlet air temperature may not cause surge or stall to the extent that flameout, structural failure, over-temperature, or failure of the engine to

recover power or thrust will occur at any point in the operating envelope.

[Amdt. 33-6, 39 FR 35466, Oct. 1, 1974]

§ 33.66 Bleed air system.

The engine must supply bleed air without adverse effect on the engine, excluding reduced thrust or power output, at all conditions up to the discharge flow conditions established as a limitation under § 33.7(c)(11). If bleed air used for engine anti-icing can be controlled, provision must be made for a means to indicate the functioning of the engine ice protection system.

[Amdt. 33-10, 49 FR 6851, Feb. 23, 1984]

§ 33.67 Fuel system.

(a) With fuel supplied to the engine at the flow and pressure specified by the applicant, the engine must function properly under each operating condition required by this part. Each fuel control adjusting means that may not be manipulated while the fuel control device is mounted on the engine must be secured by a locking device and sealed, or otherwise be inaccessible. All other fuel control adjusting means must be accessible and marked to indicate the function of the adjustment unless the function is obvious.

(b) There must be a fuel strainer or filter between the engine fuel inlet opening and the inlet of either the fuel metering device or the engine-driven positive displacement pump whichever is nearer the engine fuel inlet. In addition, the following provisions apply to each strainer or filter required by this paragraph (b):

(1) It must be accessible for draining and cleaning and must incorporate a screen or element that is easily removable.

(2) It must have a sediment trap and drain except that it need not have a drain if the strainer or filter is easily removable for drain purposes.

(3) It must be mounted so that its weight is not supported by the connecting lines or by the inlet or outlet connections of the strainer or filter, unless adequate strength margins under all loading conditions are provided in the lines and connections.

(4) It must have the type and degree of fuel filtering specified as necessary